

To Let.

TO LET in good condition, the commodious premises (Eastern) portion of HILL SIDE BUNGALOW, at the junction of New Western Street and High Street, near to the City of Hong Kong. Water and Gas are laid on. Separate GARDENS, &c.

For Particulars, apply to
Mr. HOWARD, NEXT DOOR.
Hongkong, March 1, 1887. 378

TO LET.

WITH immediate occupation the Commodious PREMISES known as the P. & O. Old Offices, lately in the occupation of the HONGKONG & SHANGHAI BANKING CORPORATION.

For further Particulars, apply to the Undersigned.

E. L. WOODIN,
Acting Superintendent.
Hongkong, November 22, 1886. 2220

TO LET.

ROOMS in "COLLEGE CHAMBERS."

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, December 3, 1886. 632

Notices to Consignees.

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND SINGAPORE.

THE Steamship *Ben Line*, Capt. THOMSON,

arrived from the above

Ports, Consignees of Cargo are hereby

requested to send their Bills of Lading

for counter signature by the Undersigned,

and to take immediate delivery of their

Goods from the Undersigned.

NAILROD IRON are particularly

requested to take delivery from the

Undersigned, as the same are

being landed at the Undersigned's

Wharf, and are liable to be

re-landed at the Undersigned's

Wharf, if not taken delivery of

before 4 p.m. of the 15th instant, or

they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned

by GIBB, LIVINGSTON & Co.,

Agents.
Hongkong, March 5, 1887. 409

STEAMSHIP MELBOURNE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,

Antwerp, Havre and Bordeaux, ex

Laboulaye and *Romani*, in con-

nection with the above Steamer, are

hereby informed that their Goods—

excepting the exception of Opium, Treasures

and Valuables—are being landed at the

Undersigned's Wharf, and are liable

to be re-landed at the Undersigned's

Wharf, if not taken delivery of

before 4 p.m. of the 15th instant, or

they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned

by G. DE CHAMPEAUX,
Agent.
Hongkong, March 5, 1887. 408

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND

SINGAPORE.

THE Steamship *Yorkshire*, Captain

ARNOLD, having arrived from the

above Ports, Consignees of Cargo are

requested to send their Bills of Lading

for counter signature by the Undersigned,

and to take immediate delivery of their

Goods from the Undersigned.

Goods remaining undelivered after Sat-

urday, the 12th March, 1887, at Noon,

will be subject to rent, and landing charges

at one cent per cubic foot.

All Claims must be sent in to me on or

before Monday, the 14th March, 1887,

or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned

by RUSSELL & Co.,
Agents.
Hongkong, March 5, 1887. 431

NETHERLANDS INDIA STEAM

NAVIGATION COMPANY, LIMITED.

FROM SOERABAYA, SAMARANG,

BATAVIA, SINGAPORE & SAIGON.

THE Company's S.S. *Celebes* having

arrived from the above Ports, Con-

signees of Cargo are hereby informed

that their Goods are being landed at

the Undersigned's Wharf, and are

liable to be re-landed at the Undersigned's

To-day's Advertisements.

CHINA SUGAR REFINING

COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-

ORDINARY General Meeting of the

above-named Company will be held at

the Registered Office of the Company,

Pedder's Street, Victoria, in the Colony

of Hongkong, on THURSDAY, the 24th

March, 1887, at 12 o'clock (noon), when

the following Resolutions, which were

passed at the Extraordinary General Meeting

of the Company held on the 10th of March,

1887, will be submitted for Confirmation

by Special Resolutions.

RESOLUTIONS.

1.—That the present Capital of the China

Sugar Refining Company, Limited, be

increased from \$500,000 to \$1,500,000

by the issue of 6,000 New Shares of \$100

each, to be issued at par.

2.—That the price of issue of each of the

said new shares be fully paid up by the

Allottees on the 31st March 1887, to-

gether with the sum of \$2 for each share

by way of interest on such share from

the 1st January, 1887, to the 31st March,

1887, at the rate of 8 per cent. per

annum.

3.—The holder of each of the said new shares

shall be entitled to participate in the

profits of the Company as from the 1st

January, 1887, equally with the holders

of the present Capital of \$500,000.

4.—That the said new shares be offered in

the first place in the proportion of

one new share to every two new shares

of the old shares, and that the General

Agents, and in such manner as the

General Agents shall think fit to the

persons who shall, on the 25th day of February, 1887,

be the registered holders of the old

shares, and that the General Agents

shall be entitled to accept or refuse to

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To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at Through Rates)

FOR CHEFOO, TIENTSIN, NEW-

CHANG, HANKOW, AND PORTS ON

THE YANGTZE.

The Co.'s Steamship

Yongkang, Capt. Hoog, will be

despatched as above on

SATURDAY, the 12th instant, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.
Hongkong, March 10, 1887. 443

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR AMOY AND TAIWANFOO.

The Co.'s Steamship

Fernox, Capt. HARRIS, will be

despatched for the above

Ports on SATURDAY, the 12th instant, at

3 p.m.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,

General Managers.
Hongkong, March 10, 1887. 444

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship

Namoa, Capt. POORE, will be

despatched for the above

Ports on SUNDAY, the 13th instant, at

Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,

General Managers.
Hongkong, March 10, 1887. 445

FOR SHANGHAI.

The Steamship

Cap. G. H. FERNANDES, will

be despatched for the

above Port on SUNDAY, the 13th inst., at

3 p.m.

For Freight or Passage, apply to

SIEMSEN & Co.,

General Managers.
Hongkong, March 10, 1887. 449

CHINESE IMPERIAL GOVERNMENT

SILVER LOAN OF 1884.

LOAN 'A'.

THIRD AND LAST DRAWING.

THE INTEREST due 15th day of March

current, on BONDS of the above

LOAN, together with the Amount of

DRAWN BONDS to be paid off at par,

will be paid at the Office of this Corpora-

tion on and after that date.

BONDHOLDERS will be supplied with a

LIST of NUMBERS of DRAWN BONDS on

application.

For the

HONGKONG & SHANGHAI BANKING

CORPORATION,
Agents for the Loan,
JOHN WALTER,
Acting Chief Manager.
Hongkong, March 10, 1887. 447

SHIPPING

ARRIVALS.

March 10, 1887.

Lined, British gunboat, 765, Captain W.

Marsden, Hoiboh March 8.

Amphitrite, Austro-Hungarian steamer,

2,450, B. G. G. G. Trieste January 18, and

Singapore March 4, General—Austro-

HONGKONG LLOYD S. N. Co.

Emeralda, British steamer, 395, T. Ham-

lin, Manila March 7, General—Rossett &

Co.

Canton, British steamer, from Whampoa.*Dagla*, British steamer, 535, J. Watt,

Saigon March 5, Rice—Ban Ho.

Propentia, British steamer, 1,387, Gao.

Hosley, Saigon March 6, Rice and Gao.

—ANKERLO, KARREBO & Co.

Nonahon, British steamer, 805, J. Black-

burn, Saigon March 6, Paddy and Rice.

—HOP LING HOA.

448

449

450

451

452

453

454

DEPARTURES.

March 10.

Palawan, two-masted and Sainghai.*Keng Beng*, for Swatow and Bangkok.*Carabrook*, for Saigon.*Yongkang*, for Chefoo.*Yongkang*,

REMOVAL OF THE PROHIBITION ON THE EXPORT OF IRON FROM THE TWO KWANG.

We have received for publication the following correspondence from the Acting Secretary of the Chamber of Commerce:

Colonial Secretary's Office,
8th March, 1887.

Sir,—I am directed by His Excellency the Officer Administering the Government to transmit to you for the information of the Chamber of Commerce, the enclosed copy of a letter and its enclosure from Her Britannic Majesty's Minister at Peking respecting the removal of the prohibition that has hitherto existed on the export of iron from the Kwangtung and Kwangsi Provinces. I have the honour to be, Sir, your most obedient servant,

FREDERICK STEWART,
Acting Colonial Secretary.

H. U. JEFFRIES, Esq., Secretary, Hongkong General Chamber of Commerce.

H. E. SIE J. WAISHAM, BART., TO H. E. HON. W. H. MAUSIE, C.M.G.

(Copy.)

Peking, 10th February, 1887.

Sir,—I have the honour to enclose in translation copy of a Memorial which has recently appeared in the Peking Gazette on the subject of the removal of the prohibition that has hitherto existed on the export of iron from the Kwangtung and Kwangsi Provinces.

Your Excellency will observe that the object which the Governor-General at Canton has in view in suggesting the removal of this prohibition, to which the consent of the Emperor has been given, is to enable native iron and iron manufactures to compete on more favourable terms with the class of commodities imported from foreign countries. To what extent the Victoria's anticipations are likely to be realized, it is impossible to say, but the fact of the prohibition having been removed may be considered by Your Excellency of sufficient importance to be communicated to the Hongkong Chamber of Commerce, and others interested in the subject.—I have, &c.,

(Signed) JOHN WAISHAM.

His Excellency The Hon. W. H. MAUSIE, C.M.G., &c., &c., &c.

(Copy.)

Removal of prohibition on export of iron from Canton Province.—Peking Gazette, 6th February, 1887.

Chang Chih-tung, Governor-General and Acting Governor of Kwangtung, presents a memorial humbly praying that as an act of kindness to the merchants and others His Majesty will remove the existing prohibitions relating to iron.

The Memorialist has received a report from Wang Yü-shan, Salt Commissioner for Kwangtung and Kwangsi, and Kao Hsiung-chi, Financial Commissioner for Kwangtung, in which they state that the export by sea of iron and articles made of iron has been forbidden throughout the country, with the object of preventing the furnishing of supplies to pirates. They say, however, that the maritime restrictions have been removed, the general condition of affairs is very different from what it was formerly. Every year foreign steel and iron are imported from abroad to the amount of many tens of millions of taels; guns, firearms, and other articles are bought by the million; and several millions of taels are spent in making payment for the same. The altogether one-sided character of the trade is manifestly unfair. Of late years great attention has been paid to mining affairs throughout the country, and the chief staples are coal and iron. Canton is a centre of iron and steel, and the iron is of unusual quality and excellent. Should any one wish to convert it to the coast ports for sale, he is hampered first by the cost of land transport and then by the illegality of shipment by sea. The result is that foreign iron penetrates everywhere, and all the iron falls to its share. Now that the Canton Board of Mines is stimulating the energies of the people in the direction of mining, the two Commissioners conceive it their duty to pray that the Memorialist will represent to His Majesty the advisability of removing the prohibition against the export by sea of iron and articles made of iron, the said goods paying, as is required by law, duty and tian at the port of shipment.

The Memorialist would observe that in Kwangtung and Kwangsi iron has long been produced in large quantities, but the consumption of it is restricted by its confinement to a narrow area. Not only does foreign iron penetrate everywhere causing a serious drain on the wealth of the country, but there is an illicit trade, the surplus not being entirely prevented. Thus there is merely one more obstacle thrown in the way of the development of mining and one more source of profit lost to the merchants and manufacturers.

The Memorialist would humbly recall the fact that, in the last month of the 9th year of His Majesty's reign, when he held the post of Governor of Shanai, in conjunction with Li Hung-chang, Minister Superintendent of Trade for the Northern Ports, he requested His Majesty to sanction the removal of the prohibition on the export of Shanai iron from Tientsin by sea, which request was approved by Decree, and accordingly Shanai iron has now for several years been exported from Tientsin by sea to the three Manchurian provinces. The case of Kwangtung and Kwangsi is similar to that of Shanai. Moreover at the present moment steps are being taken to develop the mineral resources of Kwangtung, and it is in the interest of private trade that the Commissioners request that the prohibition may be followed by the removal of the prohibition against exportation.

Accordingly the Memorialist would humbly pray that in order to encourage mining enterprises and afford profit to persons in trade, His Majesty may be pleased to permit iron and articles of iron to be exported by sea for sale from Kwangtung and Kwangsi.

The Memorialist is addressing the Boards of Revenue and Works on this subject. Li Ping-hung, Governor of Kwangtung, joins in the memorial. The Governorship of Kwangtung is held by the Memorialist himself. Therefore a third name cannot be affixed.

Rescript: Let it be as requested. The Board concerned will take note.

(Trans. by T. L. BUILDING.)

Note.—It appears from the Customs Returns that so far as the trade in foreign vessels is concerned, the removal of the prohibition on the export from Tientsin has had no effect in creating an iron export trade. No iron or iron ware was exported through the Foreign Customs from Tientsin in 1885, while a small quantity of native iron ware and a larger amount of foreign iron was imported.

(Signed) T. L. BUILDING.

NOW READY.

THE COMMERCIAL LAW AFFECTIONS OF THE CHINESE, with special reference to PATENTRIGHT REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the China Mail Office, and at Messrs. LAY, CAPEY & CO.—Price, 75 cents.

Mails.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

Also, BOMBAY, MADRAS, CALCUTTA, AND BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship GANGES, Captain E. STEWART, with Her Majesty's Mail, will be despatched from this for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 15th March, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Acting Superintendent.

Hongkong, March 5, 1887.

NORDEUTSCHER LOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS.

Also, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.R.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 21st day of March, 1887, at Noon, the Company's S.S. BRAUNSCHWEIG, Capt. STRÖMBER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above.

The Steamer will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 20th March.

Parcels are not to be sent on board; they must be left at the Agent's Office. Contents and Value of Packages are required to be declared prior to shipment.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, February 21, 1887.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship UTY OF SYDNEY, will be despatched from this for San Francisco, via Yokohama, on SATURDAY, the 26th instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to Brazil, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels and Specie will be received at the office until 5 p.m. the same day.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 60A, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, March 9, 1887.

FOR SALE.

A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the Criminal Cases of the late

REGINA V. PITMAN.

containing the whole of the Proceedings at the Criminal Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of

PITMAN V. KESWICK

AND OTHERS.

Price per Copy, 50 CENTS.

China Mail Office.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on TUESDAY, the 6th April, at 3 p.m.

Consignment being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

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For further information as to Freight or Passage, apply to the Agency of the Company, No. 60A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, February 26, 1887.

INSURANCES.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Goods at 3% per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurance as follows:

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored THERE, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887.

CHINA COAST METEOROLOGICAL REGISTER.

MARCH 8.—AT 4 P.M.

Station.

Barometer reduced to sea level.

Thermometer.

Humidity.

Direction.

Force.

Weather.

State of sky.

Rain during previous 24 hours.

Bohioo... 29.88 82 95 2 0 0

Haiphong... 30.10 69 79 2 0 0

Hongkong... 30.06 67 77 2 0 0

Shanghai... 30.06 64 74 2 0 0

Nagasaki... 30.06 64 74 2 0 0

W'ostock... 30.06 28 38 2 0 0

MARCH 9.—AT 10 A.M.

Manila... 29.88 90 68 2 0 0

Haiphong... 30.12 71 37 2 0 0

Hongkong... 30.12 68 78 2 0 0

Amoy... 30.23 63 73 2 0 0

Shanghai... 30.22 63 73 2 0 0

Nagasaki... 30.22 63 73 2 0 0

W'ostock... 30.22 21 31 2 0 0

The barometer is falling over Luzon but has risen along the coast and gradients for N.E. winds have increased. The temperature and the humidity are moderate and cloudy weather prevails.

W. DOBBIE, Government Astronomer.

Hongkong Observatory, March 9.

1. HIGHER, reduced to 29 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, 3 lines only, viz. (a) clouded, (b) drizzle, rain, fog, gloom, (c) hail, lightning, overcast, passing gloom, &c. equally, &c. (d) snow, &c. (e) variable, &c. (f) calm.

7. RAIN, in inches, tenths and hundredths.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

Facilities for the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C.

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Poddar's Wharf.

6. From Poddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kellott's Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

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9. From Kellott's Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Poddar's Wharf.

6. From Poddar's Wharf to the Naval Yard.